

CHAPTER TWO:

EVALUATION OF NATIONAL SIGNIFICANCE, FEASIBILITY AND DESIRABILITY



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INTRODUCTION

The National Trails System Act (16 U.S.C. 1241-1251) institutes a national system of recreation, scenic and historic trails. National historic trails (NHTs) are extended trails marking prominent past routes of travel, typically used for exploration, migration or military purposes. The study team for this document applied the significance, feasibility and desirability criteria of the National Trails System Act to determine whether or not this trail is eligible for establishment.

To qualify as a NHT, a trail must meet three criteria defined in the National Trails System Act (see Appendix A). The criteria are set forth below along with an evaluation of how the proposed Captain John Smith Chesapeake NHT meets all three.

In addition, the Act requires that the feasibility of designating a trail be determined on the basis of an evaluation of whether it is physically possible to develop a trail and whether the trail is financially feasible.

In addition, the National Trails System Act states that NHTs should generally be “extended trails” at least one hundred miles long, although historic trails of less than one hundred miles are permitted. The proposed Captain John Smith Chesapeake NHT traces the routes of Smith’s several 1607 and 1609 voyages on the York and James Rivers, covering about 190 miles, and his two voyages around the Bay and tributaries in the summer of 1608, totaling about 2100 miles.

ELIGIBILITY CRITERIA FOR A NATIONAL HISTORIC TRAIL

Criterion 1. A proposed NHT must be a trail or route established by historic use and must be historically significant as a result of that use. The route need not exist as a discernible trail to qualify, but its location must be sufficiently known to permit evaluation of the potential for public recreation and historical interest. A designated trail should generally follow the historic route but may deviate somewhat on occasion of necessity to avoid difficult routing or for more pleasurable recreation.

Criterion 2. A proposed NHT must be of national significance with respect to any of several broad facets of American history, such as trade and commerce, exploration, migration and settlement, or military campaigns. To qualify as nationally significant, the historic use of the trail must have had a far-reaching effect on broad patterns of American culture. Trails significant in the history of American Indians may be included.

Criterion 3. A proposed NHT must have significant potential for public recreational use or historical interest based on historic interpretation and appreciation. The potential for such use is generally greater along roadless segments developed as historic trails and at historic sites associated with the trail. The presence of recreation potential not related to historic appreciation is not sufficient justification for designation under this category.

APPLICATION OF NATIONAL HISTORIC TRAIL CRITERIA

The proposed NHT would follow the routes of John Smith's several expeditions up the York and James Rivers in 1607-1609 and his two bay-wide voyages conducted in the summer of 1608. The trail would be on water, with access provided where land currently

owned by a federal, state or local government overlaps with or is in proximity to one of Smith's landing points.

The voyages are well documented by Smith's journals and maps. Throughout Smith's voyages of 1608, he and members of his crew kept a written narrative of their two thousand mile expedition. These accounts of the Chesapeake's natural resources, waterways, and Native inhabitants have fascinated readers for centuries. Smith's journals still provide one of the most extensive first-person accounts of the early seventeenth century Chesapeake.

In 1612, after returning to Europe, Captain John Smith published his remarkable map of the Chesapeake Bay. The map proved to be so accurate that it served as the definitive rendering of the area for nearly a century, providing European settlers with a blueprint for colonization of the Chesapeake region.

The voyages are nationally significant with respect to several broad aspects of American history, including American Indian cultures; the economic, commercial, political, exploration and settlement history of the United States. The national significance of the proposed trail is explained in detail in the following section of this report.

The voyages had far-reaching consequences on the development of the United States. His "discoveries," recorded in his maps and books, promoted the transformation of the Bay's environment through farming and the settlers' exploitation of natural resources. The large-scale emigration from England that followed in Smith's wake increased the pressure on the native peoples and the Bay itself. Smith's model for settlement in the Bay region largely became the model for English America from New England to the Carolinas.

The proposed NHT has significant potential for public recreational use and historical interpretation. The setting of the proposed trail also enhances its appeal. Much of the proposed trail passes cultural and natural land-

scapes that have a great deal of integrity, including the Chesapeake Bay and the shorelines of its major tributaries. Because the trail will be water-based, there is an opportunity for interpretation both from the water and from the scenic, and substantially protected, shorelines. A number of museums, parks, and historic sites protect resources along the shorelines and provide public access and opportunities for interpretation of the historic themes of the voyages.

On the following pages, the proposed trail is evaluated against the three criteria for NHTs. The proposed trail fully satisfies the three NHT criteria.

EVALUATION OF CRITERION (1), HISTORIC USE AND KNOWLEDGE OF ROUTE AND CRITERION (2), NATIONAL SIGNIFICANCE

Criterion One for a NHT requires that a proposed trail follow as closely as possible the historic route.

A notable feature of John Smith's voyages is the detailed journals he wrote and the maps he created. He saw more with his own eyes (and wrote more about it) than any other Englishman then in Virginia. He gathered data for a map that would guide English explorers and settlers for decades to come. The map, which he labored over for months, distilled the information he had gathered on his voyages from both his own observations and the descriptions given by the Indians. Smith's map was published in 1612 and formed the basis for his 1624 map as well. Thanks to Smith's journals and map, most of the routes of the two voyages are known today and are described in detail below.

Criterion Two for a NHT requires that the trail be nationally significant.

Significance statements describe the importance of a trail to the history of the United

States. They describe why a trail and its resources are unique within a broader regional, national and international context. A significance statement for the Captain John Smith Chesapeake NHT was authored by Historian John Salmon, and examined by peer reviewers, a team of scholars and experts in this subject matter. Comments made by the peer review committee and the study team for this document were incorporated into the significance statement and the final statement was approved by the National Park System Advisory Board in March of 2006.

The complete Statement of Significance is found in Appendix D. The Statement of Significance for the proposed Captain John Smith Chesapeake NHT explains how the trail would meet both Criterion One and Criterion Two.

The proposed Captain John Smith Chesapeake NHT is considered to be nationally significant for the Chesapeake Bay and river voyages of Captain John Smith it would commemorate. These voyages first revealed to Europeans the complexity and richness of the Chesapeake Bay region and the key roles the Bay came to play in the development of Great Britain's Mid-Atlantic colonies. The maps and writings that resulted shaped colonial affairs for more than a century afterwards.

In reviewing the story of Captain John Smith's Chesapeake Bay voyages and the context in which they occurred, three themes stand out as most immediately related to Smith's expeditions and their effects: Ethnic Heritage, Exploration and Settlement, and Commerce and Trade. Several additional historical themes emerged relating to military history, business and political history, international diplomacy, and the long-term transformation of the Chesapeake Bay environment, as well as the stories of women and African Americans, the role in the colony of craftsmen and artisans ranging from carpenters to glassblowers to goldsmiths.

Each of the three principal themes is defined by the National Register of Historic Places *Data Categories for Areas of Significance*, and discussed in more detail below.

Ethnic Heritage (Native Americans)

Captain John Smith's Chesapeake Bay voyages are nationally significant because they accelerated the processes that destroyed the Powhatan polity and disrupted the native peoples' lifeways throughout the Mid-Atlantic region, and established the primacy of English culture in the region and beyond.

The Trail is significant as:

- the route that John Smith followed in his voyages to explore and identify American Indian towns and territories
- a symbol of the independence of the English colonists from Powhatan's control
- a symbol of the impact on and eventual collapse of the Powhatan polity and the native peoples' lifeways in the Chesapeake Bay and beyond

"We demanded [of Amoroleck] why they [the Mannahoac] came in that manner to betray us that came to them in peace and to seek their loves. He answered they heard we were a people come from under the world to take their world from them."—John Smith, *The Generall Historie* (1624)

When the English entered the Chesapeake Bay on April 26, 1607, they soon encountered a variety of native peoples whose politics, societies, economies, and religions had long been organized. A variety of polities throughout the region governed the peoples, social structures and systems of etiquette guided their personal and intra-tribal interactions, a complicated web of trading networks spread their goods over hundreds of miles, and worldviews that joined the seen and the unseen in a seamless whole formed the foundation of their religions. The Bay had served the native societies for generations as a highway

for settlement and trade, linking the coastal communities with other societies as far away as present-day Ohio and the Great Lakes.

The American Indians, particularly the Powhatan people, the Piscataway, and the Susquehannock, saw themselves first as the superiors and later as the equals of the English. The native peoples' cultures were ancient and their manner of living in their environment was long established. They outnumbered the newcomers in 1607: a native population in Tidewater Virginia of thirteen thousand to fifteen thousand or more versus fewer than 150 — a number that plummeted rapidly—for the English. From the perspective of the paramount chief Powhatan, the English came to his country uninvited, sailed up and down his rivers, neglected at first to pay their respects to him or to the district chiefs, and occupied part of his land without asking permission. Powhatan must have watched in astonishment as the newcomers chose a swampy island for the settlement that would become Jamestown, planted crops or ate unfamiliar foods only when faced with starvation, and suffered the effects of infighting, paranoia, and the lack of effective leadership.

Instead of attacking the strangers, however, Powhatan followed the custom of his people by giving them hospitality and attempting to incorporate them into his political domain. His people guided them through the woods and up rivers and streams. They answered the strangers' questions about mines and other tribes and what lay around the next river bend or over the next mountain. They drew maps for them in the sand of riverbanks. They gave them feasts when they visited their towns. They brought venison and corn to Jamestown, depleting their own stocks of food so that the strangers would not starve. They even took some of them into their towns and homes during the winter.

The English, however, continued to go where they wished and occupied other people's land. They made their own alliances within and out-

side the polity and disrupted long-established networks of trade and politics. Their assumption of their own ethnic, religious, political, social, and economic superiority set them on a cultural collision course with Powhatan—indeed with the entire American Indian world of the Chesapeake.

In one attempt to accommodate the English, Powhatan incorporated them into his polity through an “induction ceremony” for Smith. The English then came under his protection but also owed him certain obligations. Powhatan believed that an agreement had been reached. Smith’s Chesapeake Bay voyages violated every article of the agreement. He explored without Powhatan’s permission, visited some towns but not others (violating the native etiquette of hospitality), negotiated trade agreements and alliances that were not his to negotiate, fought with some of the tribes (again, Powhatan’s prerogative), and generally stirred up the entire Chesapeake Indian world. Smith demonstrated independence from Powhatan rather than appropriate submission.

The situation deteriorated further, from Powhatan’s perspective, after Smith returned from his voyages, assumed the presidency of the colony, and began dispersing the settlers. The English staged a coronation ceremony to make Powhatan a “prince” subject to King James I, while Powhatan probably thought that he had demonstrated his superiority over the English. It was a fatal misunderstanding for both sides. When the English continued their expansionist policies, further showing that they did not recognize Powhatan’s authority much less consider him their equal, Powhatan held a final interview with Smith in January 1609. The two men finally understood that the situation was hopeless, the gulf too wide to bridge. Powhatan departed, withdrawing his and his people’s support from the English.

Powhatan was unable to maintain unity within his territory, and in part it was Smith’s Chesapeake Bay voyages that began the

breakup by exposing weaknesses in the Powhatan polity. Those weaknesses included Powhatan’s relative lack of authority over the tributary tribes at some distance from him, the willingness of several tribes to make their own trade agreements with the English, and Powhatan’s reliance on advice from his priests, who were attacked by the English to weaken the native culture. Years later, the polity would fall apart under the brutal pressure of English-style warfare as individual tribes sued for peace rather than be obliterated. The faith of the people in Powhatan was not easily shaken, because he maintained his position for years to come, but the decline of Powhatan and his polity likely began during John Smith’s voyages.

That the English came to dominate the Chesapeake Bay region within a generation is due in large part to John Smith. His voyages revealed that although there were no Northwest Passage or large-scale mines of precious metals there, the Bay nonetheless offered a great deal of value, including fish, furs, timber, and farmland. His early vision of privately owned farms spread over the landscape came to pass before long, ensuring that the Bay region would be English instead of Spanish or Dutch. The English culture, governmental structure, and language followed him there along with the farming patterns of the old country. In addition, the cultural conflicts between the English and the Powhatan polity became the pattern of the treatment of the native peoples for the next two centuries. The English disdain of native worldviews, the assumption of English cultural superiority, the lack of respect for native religion, and the presumption that land used for hunting and gardening was available for English occupation—over the years that followed, that story was repeated with different players from the Atlantic coast westward. English culture in the Chesapeake Bay region eventually overwhelmed or absorbed the Dutch, French, and Spanish cultures as well. The consequences of John Smith’s voyages reached far into the future.

Exploration and Settlement

Captain John Smith's Chesapeake Bay voyages are nationally significant because of the impact of his subsequent maps and writings on English and colonial policy regarding the exploration and settlement of North America, as well as the transformation of the Bay's environment.

The Trail is significant as:

- the route that John Smith followed in his program of exploration and discovery in the Chesapeake Bay and its tributaries
- a symbol of the spirit of adventure and wonder that were important components of Smith's voyages and English exploration
- the route by which Smith gathered information vital to the survival and growth of the English settlements in North America
- resulted in writings and maps that were highly influential to many who followed and settled the Chesapeake Bay region.

"The six and twentieth day of April, about four o'clock in the morning, we descried the land of Virginia; the same day we ent'ered into the Bay of Chesupioc directly without any let or hindrance; there we landed and discovered a little way, but we could find nothing worth the speaking of but fair meadows and goodly tall trees, with such fresh waters running through the woods as I was almost ravished at the first sight thereof."—George Percy

It is impossible to read the accounts written by Englishmen viewing their new home for the first time and not imagine them crowding the decks for a better look, pointing out the sights to each other, and shivering with a range of emotions. Relief: land at last, after long months jammed on tiny ships with bad food, bad water, and a mob of sick, bickering, smelly men. Wonder: everything was bright and new; the trees were tall and goodly, the meadows were fair, and the waters looked fresh and cool. Fear: they probably suspected that what lay ahead for most of them was death, far from home and loved ones, and each man no doubt

prayed that he would survive and beat the odds. Pride: they were the vanguard of a new empire, defying prior Spanish claims and planting crosses for Protestant England. Ambition: they would make better men of themselves, if not morally then at least in terms of wealth, and return sometime to England more prosperous than when they left.

Wonder and excitement soon gave way to the realities of a life that was far from familiar to most of them. They quickly discovered that despite all the planning back in England, they lacked accurate information about their new home. The interior of Virginia was not the same as coastal North Carolina. Some of them had read the works of Hakluyt and others, but they soon found that reality trumped propaganda, as well as their own dreams. Being on land quickly lost its charm, especially after the first native attack and as the contentions that had erupted aboard ship continued. The trees concealed enemies, the meadows did not yield abundant game, and the waters were salt-poisoned. Their fears of death were soon realized, as more and more men fell ill and succumbed. Patriotism did not put meat in the pot, and the supposed riches of the land were not found immediately. Instead of accumulating wealth for themselves or investors in the Company, the colonists struggled simply to survive.

They also explored the rivers and, in 1608, John Smith led two well-organized voyages up the Chesapeake Bay and its tributaries. Smith already had led expeditions to Powhatan towns near Jamestown, learning more about the land and its inhabitants along the way. He made notes on his "discoveries" and began sketching maps. Just as he was about to depart on his first voyage on the Bay, he sent a letter and a map back to England. The letter soon formed the basis for the much-edited volume *A True Relation*. The Spanish ambassador in London, Don Pedro de Zuñiga, obtained a copy of part of Smith's map and sent it to King Philip III to urge him to eliminate the English presence in territory claimed by Spain. Very quickly,

then, Smith's first map became a document of international significance.

Smith did not travel alone. He took fourteen Englishmen on the first trip and twelve on the next. He also used the services of many native people as scouts, guides, translators, and emissaries. Others remained in their towns but described to Smith what lay over the horizon or up the river, or drew maps for him in the earth. He could not have accomplished his mission without the assistance of the native peoples.

During the voyages, Smith made extensive notes about the features of the Chesapeake Bay. He recorded its animals, fish, and birds, as well as the flora that lined its shores and riverbanks. He also wrote of the people he encountered, their customs, and the assistance they gave him. He noted distances between points, the shapes of rivers, the locations of marshes, the positions of towns, and where he and his men had placed crosses to claim land and waterways for England. After Smith returned to England himself late in 1609, he began to expand *A True Relation* and his Chesapeake Bay notes and maps into his 1612 book, *A Map of Virginia*. He included the writings of Anas Todkill, Walter Russell, and Nathaniel Powell, who had shared his adventures on the Bay. In 1624, Smith published his *Generall Historie of Virginia, New-England, and the Summer Isles*.

Smith did not find precious metals, he wrote, or anything else "to incourage us, but what accidentally we found Nature afforded"—in other words, the rich natural abundance of the land, the rivers, and the Chesapeake Bay. To exploit such resources, however, in Smith's opinion would require not exploring parties or trading posts, but a primarily agrarian society composed of farmers, town dwellers, merchants, and support industries such as iron-works. To create that kind of economy, the land and its native inhabitants must first be occupied and subdued, which would require a massive influx of settlers. This gradually

became the Company's policy, but it needed the royal government to carry it into full effect.

Smith's maps of the Chesapeake Bay were of vital importance to the Virginia Company and, with his writings, helped persuade the Company to make essential changes in policy that affected the future course of the colony. His model for settling the land, arising as it did from his months of exploring the Bay and its tributaries and the books he wrote about his experiences, proved to be the right one for the North American colonies. He influenced their development for many years thereafter and contributed to the flood of immigration that populated the colonies during the next two centuries and forced the native peoples to immigrate to other localities. Thomas Jefferson, more than a century and a half later, quoted Smith's *Generall Historie* at length in his own *Notes on the State of Virginia* (1787). So accurate were Smith's maps in their various editions or states that they remained the standard for the Chesapeake Bay and vicinity for most of the seventeenth century. They were used in boundary disputes between Virginia and Maryland, and were reprinted by Virginia in 1819.

Although Smith wrote extensively about the rich fishing grounds off the coast of New England, his words proved particularly applicable to the Chesapeake Bay and its tributaries. The Bay's fish and shellfish—most notably oysters—long savored by the American Indians who lived in the region, also proved popular with early English colonists and succeeding generations of farmers and townspeople. Once food-preservation methods and transportation improved in the 19th century, the increasing demand for oysters nationwide resulted in the eventual depletion of the beds and the eruption of "oyster wars" between Virginia and Maryland oystermen. The growing American population, runoff from farms, roads, and parking lots, and other environmental factors have contributed for many years to the problems facing the Chesapeake Bay.

To Smith, the Bay's resources must have seemed infinite; he could not know how fragile the environment was that sustains them. The very qualities that made the Bay so perfect for human habitation—its natural resources—eventually would contribute to the transformation of that environment as settlers lured by Smith's descriptions and guided by his maps established farms and communities in Virginia and, in the 1630s, in Maryland.

Neither could Smith foresee the other fruits of his voyages, his books, and the evolution of the Chesapeake colonies: tobacco plantations supporting a system of chattel slavery and vice versa. He was not in Virginia when John Rolfe harvested the first successful tobacco crop in 1612, when the first Africans arrived in 1619, or when the institution of slavery began to grow as tobacco became the money crop in the Chesapeake Bay region during the next few decades. Yet his voyages, his maps, his writings, and his dispersal of the colonists as president, as well as the subsequent change in the landholding policies of the London Company, all played a role in laying the groundwork for the plantation economy that formed the foundation of Chesapeake society and eventually spread throughout the American South, with violent and tragic consequences.

Commerce and Trade

Captain John Smith's Chesapeake Bay voyages are nationally significant because of their impact on the commerce and trade of North America and the native peoples.

The Trail is significant as:

- the route by which John Smith surveyed the Bay and explored for gold, silver, copper, and the Northwest Passage, for the benefit of the commerce and trade of the colony and England
- the route by which Smith made contact with American Indian tribes, established trade agreements with them, and increased the chances that the English colony would survive
- a symbol of England's trading power, soon to be increased by the production of tobacco for export from the colony
- a symbol of the long-term impact on and cultural contact between the native peoples and European colonists

“And more over wee doe grannte and agree for us, our heires and successors, that the saide severall Counsellis of and for the saide severall Colonies shall and lawfully may by vertue hereof, from time to time, without interuption of us, our heires or successors, give and take order to digg, mine and searche for all manner of mines of goulde, silver and copper.”
—First Virginia Charter, April 10, 1606

The promotion of commerce and trade, and the acquisition of valuable resources, were major reasons why the English Crown authorized the exploration and settlement of North America. To secure trade routes to the Orient, to deny resources and products to other nations, to achieve mastery of the seas, to enrich England, to establish an empire built on commerce—these were the goals of Queen Elizabeth I and King James I, and the Virginia Companies of London and Portsmouth were the instruments by which the goals would be reached. The colonists who came to Virginia hoped they would make discoveries that would bring wealth to the nation, the Company, and themselves through commerce and trade.

Before the colonists could begin trading with England, however, they first had to survive, and that meant trading with the native peoples. The Powhatan and other peoples of the Chesapeake Bay region were well experienced with trade and commerce. A vast network of rivers and footpaths connected the American Indians of the Eastern Seaboard with those of the Great Lakes and Canada. Items of value were dug from the earth, crafted from shells, and derived from plants, and then transported by canoe or on foot from one place to another. Haggling and sharp trading-practices were part of the native peoples' economy as well. John Smith and other Englishmen quickly found

that the Powhatan traders were as canny as their counterparts in Europe and elsewhere.

There were differences, however, in what the English and the Powhatan counted as wealth. Smith was amazed that he could obtain large quantities of corn—an item of immense value to the starving colonists—for a small number of cheap beads or a few pieces of ordinary copper. Individual wealth did not count for as much among the Powhatan people as it did among the English; it was not what one could purchase with the goods but what kind of power was associated with the item that was important. As Powhatan acquired items containing religious power, for example, his personal power increased, but his shamanic authority over the people grew even more. Gold, silver, and copper were valuable to the English primarily as the means to the acquisition of other things (land, livestock, dwellings), or, when they were crafted into ornaments, as symbols of personal wealth and influence. Among the Powhatan people, however, these precious metals were of more value to the status of the tribe as a whole, or the status of its leaders and hence the tribe indirectly, although they could also promote individual status. Each side probably never fully understood these basic differences in their philosophies of wealth.

John Smith's voyages around the Chesapeake Bay opened up the world of trade with the native peoples to the English. Henceforth, the colonists would not be limited to the tribes near Jamestown. Smith's journeys also informed him about the types of goods to be found in various places, from furs to silvery glitter for face paint to iron hatchets. His voyages also informed him about what was not to be easily discovered: gold, silver, and copper. The English thought that the metals they desired would be found in relative abundance, if not in Tidewater Virginia near Jamestown then perhaps above the falls or around the next bend in the river or over the next range of mountains or up the Bay.

Smith's pragmatism regarding the natural resources available to the colony for trade surfaced even before his Chesapeake Bay voyages, when he loaded Captain Francis Nelson's *Phoenix*, bound for England in June 1608, with fresh-cut Virginia cedar. That fall, as president, Smith watched Christopher Newport lead an expedition up the James River in search of mines again. Smith, however, set the men remaining in Jamestown to work making glass, soap ashes, pitch, and tar, and also led a gang into the forest to cut timber for wainscot and clapboards. These, he believed, were what the colony could produce immediately for the benefit of the Company and England, whether gold was ever found or not.

Over the next hundred years, Virginia and the other colonies would become major trading partners with England and other nations. Most of that commerce would include not the precious metals the Company and early colonists dreamed of, but the natural resources of the woods and fields. Furs, timber, tar, and the products of thousands of farms and plantations—tobacco, sugar, and cotton especially—would comprise much of the wealth of colonial and antebellum America. John Smith was among the first to recognize where the future economic foundation of the country lay in terms of commerce and trade, and he promoted in his books the vast and seemingly limitless resources of America. He could not, however, foresee the consequences of his vision for the Chesapeake Bay: the deforestation that resulted from the spread of farms, the pollution of the Bay's waters by fertilizers and other compounds carried by runoffs, the depletion of the Bay's resources such as oysters and sturgeon from overharvesting as well as pollution, and the development of towns and cities that permanently altered the Bay's environment. The intensive exploitation of the Bay's natural resources became the model for the exploitation of the continent as the English and other settlers spread across North America. John Smith played a vital role in creating that model through his voyages, maps, and writings.

EVALUATION OF NATIONAL HISTORIC TRAIL CRITERION THREE

Criterion Three requires that a proposed NHT have significant potential for public recreational use or historical interest based on historic interpretation and appreciation.

The potential recreational use and historic interest of the proposed Captain John Smith NHT are derived from many factors, including the scenic setting of the trail; the existence and integrity of historic sites linked to the voyages; the long-established and substantial use of the Bay and its major tributaries for many types of recreation, including both motorized and non-motorized boating; hundreds of marinas and many other points of public access to the trail; and the presence of a number of sites, partners and institutions in proximity to the trail that can provide interpretation and visitor services. These are described below.

Much of the setting of the voyage routes—the Chesapeake Bay, its shoreline and rivers—retains a scenic character similar to that of Smith’s time. Certainly changes have occurred along the shores, particularly in the urbanized areas; but many of the rural areas retain conditions similar to Smith’s time, with riparian forests, open fields, secluded bays and marshes. Based on a comparison with Smith’s maps and descriptions, the bay and river shorelines are substantially similar today, and for the most part navigable by a variety of watercraft. Thus, in many places along the trail, a trail user can enjoy views similar to what Smith must have experienced. This enhances the opportunities for historical interest and interpretation. Map 11 shows the numerous public boat ramps throughout the Bay and in proximity to the Smith voyage routes. Since the trail will be entirely on water, there are numerous opportunities for the public to retrace the original routes by boat.

Substantial sections of the Bay shoreline are protected, inhibiting future degradation to the

landscape and viewshed. The matrix of trail-related resources (Appendix C) lists the stops Smith made on his 1608 voyages and the publicly and privately protected lands in the vicinity of the stops. Of the ninety-six stops listed, about sixty percent have adjacent public land. Many of these sites offer restrooms and/or parking, as well as opportunities for interpretation of the themes and stories of the John Smith voyages. The nearby and



Photo courtesy of Ken MacFadden
Chesapeake Bay Foundation, cbf.org

adjacent public lands include eighteen Department of Interior sites: twelve National Wildlife Refuges, owned and managed by the U.S. Fish and Wildlife Service, and six NPS sites. Most relevant to the John Smith voyages is Colonial NHP, which includes Historic Jamestowne, the first permanent English settlement in North America in 1607, and the Cape Henry Memorial, which marks the approximate site of the first landing of the Jamestown colonists on the Atlantic Coast in April of 1607.

Chesapeake Bay Gateways Network (CBGN):

Authorized by the United States Congress in 1998 and created in 2000, the CBGN was established to inspire public appreciation and conservation of the Chesapeake watershed. The Network, coordinated by the NPS and the Chesapeake Bay Program, connects visitors with scores of diverse Chesapeake Gateways—the public's entry points to the rich environmental, cultural and historical resources along the Bay and its rivers.

More than 150 non-profit, local, state and federal sites across sixty-four thousand square miles are linked in a joint strategy to coordinate visitor experiences and communicate the values of the Chesapeake. This is a central strategy for achieving the Bay Program's goals of fostering greater individual involvement in Chesapeake stewardship.

Presenting Chesapeake Bay history is an enduring focus of the CBGN. The commemoration of the settlement of Jamestown and Captain John Smith's voyages of exploration and the proposed Captain John Smith Chesapeake NHT present key opportunities to nurture interest in Bay history and how and why the Chesapeake has changed over the past four hundred years. For a list of Gateway sites, please see the Bay Gateways website, www.bay-gateways.net.

In addition to the Gateway sites and water trail network, the CBGN provides a coalition of small and large organizations, an experienced team of interpretive planners working with sites, parks, museums, and refuges to tell the stories of the Bay and its watershed, and a commitment to fostering citizen stewardship of the Bay and watershed. The network also is experienced at producing water trail maps, and offers a water trail toolbox for planning, building, and maintaining water trails.

Interpretive projects already under way related to Captain John Smith's voyages:

(1) Bay-wide:

John Smith's Chesapeake Voyages 1607-1609

The CBGN assembled a team of historians, archaeologists and environmental scientists to write a book pulling together the best current knowledge on:

- Smith's voyages around the Chesapeake Bay
- The seventeenth century natural environment of the Chesapeake
- Native American settlements and culture of the seventeenth century Chesapeake

This fourteen-chapter book was employed as the definitive reference on Smith's voyages in the compilation of this study and is available to assist CBGN in developing interpretive projects and programming for the upcoming anniversary. A forthcoming printed edition of the book, with 150 maps and illustrations, is expected to be published by early 2007.

Exploring the Landscape of the Early 17th Century Chesapeake through John Smith's Voyages

Employing the latest **photorealistic** landscape visualization technology, CBGN, Pennsylvania State University, the Smithsonian Institution and two major Chesapeake cultural institutions—the Chesapeake Bay Maritime Museum and Historic St. Mary's City—are teamed up to develop a powerful new web-based attraction focused on the 400th anniversary of John Smith's "Voyages of Exploration" through the Chesapeake region. The project will give computer users in schools, homes, and libraries around the country—and the world—a chance to see vibrant images of the Chesapeake environment that so impressed Smith on his 1607-09 journeys and then compare them with images of the Bay environment today. This exciting interactive experience will allow visitors to track the progress of Smith's journeys, learn about the Native American inhabitants he encountered along the way and



Photo courtesy of Karen Underkoffler

explore the dramatic changes in the Bay. In addition, the materials will be linked to exhibits at Gateways and curriculum for schools.

The Colonial Chesapeake

The fourth in a series of CBGN guides for exploring Chesapeake themes is now in development. While not exclusively focused on John Smith, this guide will introduce visitors to the colonial period on the Chesapeake from 1607 to the 1770s—and the Gateways where those stories may be experienced. Thus it will provide the context for the many developments that followed Smith's initial forays into the Bay landscape. Expected to be published by January 2007, the guide will be accompanied by an interactive web module. *The Colonial Chesapeake* will be available as a guide free to visitors at Gateways and welcome centers in Maryland and Virginia. It will complement a poster being developed by Schooner Sultana exploring aspects of colonial shipping commerce in more detail.

Chesapeake Bay Interpretive Buoy System

The National Oceanic and Atmospheric Administration (NOAA), Chesapeake Bay

Office, through the NOAA Office of Education received \$500 thousand in 2006 to develop a prototype Chesapeake Bay Interpretive Buoy. The NOAA Chesapeake Bay Office will provide an additional \$100 thousand to develop classroom and community activities through the NOAA Bay Watershed Education and Training Program. NOAA plans to unveil the concept buoy and the educational programming during the Jamestown 400th anniversary commemoration in 2007.

Working with interested partners, the NOAA Chesapeake Bay Office will develop the buoy's technical, educational, and interactive components. The buoy will provide observations in support of the educational and interactive components relayed around the world via the internet – to nearby boaters and kayakers as well as far away students in the classroom. In addition to education, the buoy will have many other recreational, commercial, and maritime applications. It is hoped that the prototype will serve as the first in an interactive system of buoys that will be placed throughout the Bay as part of the Captain John Smith Chesapeake NHT.

Captain John Smith 400 Project

Sultana Projects, Inc. a non-governmental organization that provides educational programs that emphasize historical, cultural and environmental topics pertinent to the Chesapeake Bay region, has been building a reproduction of John Smith's shallop. In the summer of 2007 a crew of modern-day explorers, historians, naturalists and educators will endeavor to retrace Captain John Smith's 1608 expedition.

(2) Site-Specific

Virginia Living Museum

(Newport News)—Survivor: Jamestown

Timed to coincide with the upcoming anniversary of John Smith's "Voyages of Exploration" through the Chesapeake, this highly interactive exhibit will explore why life was so difficult for early European settlers in Virginia and how different the Chesapeake environment was four hundred years ago from the Bay we know today. Traveling along a maze of interpretive stations, museum visitors will be challenged to make the choices that might have enabled them to qualify as "survivors" on the Bay of the early 1600s.

First Landing State Park

(Virginia Beach)—The Old New World: Creating a Chesapeake Indian Village

In a joint effort with the Nansemond Indian Tribe, this park in Virginia Beach will develop an authentic Virginia Algonquian Indian Village along the existing Cape Henry Trail. The village will include a chief's house, a sweathouse, and areas devoted to food preparation and crafts, with interpretive materials focusing on the culture of Chesapeake Indians and their complex relationship to the Chesapeake Bay and its resources. The project will be completed in time to serve as a backdrop for living-history programs during the upcoming 400th anniversary of John Smith's "Voyages of Exploration" in the Chesapeake Bay.

Lawrence Lewis Jr. Park (Charles City County)—New Wayside Exhibits

This twenty-four-acre park in Charles City, Virginia, was once home to the Weyanoke Indians, the tribe that claimed the site that European settlers turned into Jamestown. With the 400th anniversary of John Smith's "Voyages of Exploration" beginning in 2007, Lewis Park will install a series of interpretive wayside panels that describe the natural and cultural world of the Chesapeake in the early 1600s. The panels will be installed along an existing trail leading from a popular picnic pavilion to an elevated viewing platform.

Jamestown Quadricentennial:

2007 marks the 400th anniversary of the founding of Jamestown. Planning is under way for national, state and local observances in 2007. The NPS and the Association for the Preservation of Virginia Antiquities are working together to bring new facilities, exhibits and programs to the public at the site of the original James Fort and town. The Jamestown-Yorktown Foundation, an educational agency of the Commonwealth of Virginia, is working to heighten national awareness and planning new programs, exhibits and facilities at Jamestown Settlement, a museum of seventeenth-century Virginia.

Federal Sites in Proximity to the Proposed Trail Offering Opportunities for Trail Interpretation (shown on Maps 3 through 7 and 9):

National Wildlife Refuges in Proximity to the Proposed Trail:

Eastern Shore of Virginia
Featherstone, Virginia (currently closed to public)
James River —Presquile, Virginia
Mason Neck, Virginia
Nansemond, Virginia (closed to public)
Plum Tree Island, Virginia
Rappahannock River Valley, Virginia
Occoquan Bay, Virginia
Chesapeake Marsh NWR Complex, Maryland:
Blackwater, Martin, Susquehanna and
Eastern Neck

**NPS Sites in Proximity
to the Proposed Trail:**

Colonial National Historical Park—

Jamestown (*Jamestown and Yorktown, VA*)

Colonial National Historical Park (NHP) administers two of the most historically significant sites in English North America. Historic Jamestowne, the first permanent English settlement in North America in 1607, jointly administered with the Association for the Preservation of Virginia Antiquities, and Yorktown Battlefield, the final major battle of the American Revolutionary War in 1781. These two sites represent the beginning and end of English colonial America. Situated on the Virginia Peninsula, these sites are connected by the twenty-three-mile scenic Colonial Parkway. Colonial NHP also includes Green Spring, the seventeenth century plantation home of Virginia's colonial governor, Sir William Berkeley, and the Cape Henry Memorial, which marks the approximate site of the first landing of the Jamestown colonists on the Atlantic Coast in April of 1607.

Piscataway Park (*Accokeek, MD*)

The tranquil view from Mount Vernon of the Maryland shore of the Potomac is preserved as a pilot project in the use of easements to protect parklands from obtrusive urban expansion. Piscataway Park stretches for six miles from Piscataway Creek to Marshall Hall on the Potomac River.

Fort Washington Park

(*Fort Washington, MD*)

Picturesque Fort Washington sits on high ground overlooking the Potomac River and offers a grand view of Washington and the Virginia shoreline. The old fort is one of the few U.S. seacoast fortifications still in its original form. The 341-acre park offers an assortment of recreational opportunities, including picnicking, fishing, and hiking and biking trails.

Anacostia Park (*Washington, DC*)

With over twelve hundred acres, Anacostia Park is one of Washington, DC's largest and most important recreation areas. Included in

Anacostia Park are Kenilworth Park and Aquatic Gardens and Kenilworth Marsh. Hundreds of acres are available for ballfields, picnicking, basketball, tennis, and golf. There are three concession-operated marinas, four boat clubs, and a public boat ramp providing for access to the tidal Anacostia River for recreational boating.

**Chesapeake & Ohio Canal National
Historic Park** (*Potomac River, DC, MD, WV*)

The C&O Canal follows the route of the Potomac River for 184.5 miles from Washington, DC, to Cumberland, MD. The canal operated from 1828-1924 as a transportation route, primarily hauling coal from western Maryland to the port of Georgetown in Washington, DC. Hundreds of original structures, including locks, lockhouses, and aqueducts, serve as reminders of the canal's role as a transportation system during the Canal Era. In addition, the canal's towpath provides a nearly level, continuous trail through the spectacular scenery of the Potomac River Valley.

George Washington Memorial Parkway
(*VA, MD, DC*)

The George Washington Memorial Parkway features the natural scenery along the Potomac River. It connects the historic sites from Mount Vernon, past the nation's capital to the Great Falls of the Potomac. Developed as a memorial to George Washington, the Parkway is a route to scenic, historic and recreational settings offering respite from the urban pressures of metropolitan Washington. It also protects the Potomac River shoreline and watershed. The Parkway links a group of parks that provide a variety of experiences to millions of people each year.

Potomac Heritage National Scenic Trail
(*the corridor between the Chesapeake Bay and the Allegheny Highlands, DC, MD, PA, VA*)

The Potomac Heritage National Scenic Trail is a partnership to develop and maintain a system of trails for recreation, transportation, health, and education between the mouth of the Potomac River and the Allegheny Highlands.



The designation of a Potomac Heritage National Scenic Trail corridor in 1983, also under the National Trails System Act, is being used by communities in Virginia, Maryland, the District of Columbia and Pennsylvania to develop and make connections among trails, historic sites and a range of recreational and educational opportunities. Eleven trails are currently recognized as segments of the Trail.

Other Proposed National Trails that overlap or connect with the proposed trail (see Map 13):

The Star-Spangled Banner National Historic Trail

This would commemorate the Chesapeake Campaign of the War of 1812. It includes the British invasion of Maryland, Battle of Bladensburg, burning of the White House and the Capitol, and the Battle for Baltimore in the summer of 1814. Several water routes associated with this trail cross the proposed Captain John Smith trail routes in the Chesapeake Bay and follow the Potomac, Patuxent and Patapsco Rivers. The Feasibility Study and Environmental Impact Statement was published in May 2004. Designation legislation was approved by the U.S. Senate and is pending in the U.S. House of Representatives as of this writing.

Washington-Rochambeau Revolutionary Route

The NPS is conducting the Washington—Rochambeau Revolutionary Route Study as authorized by Congress through the Washington—Rochambeau Revolutionary Route National Heritage Act of 2000 (PL106-473). The purpose of the study is to determine if the route is eligible to become a NHT. It would commemorate the route

followed by the allied American-French armies in their movement from Newport, Rhode Island to Yorktown, Virginia in 1781, during the American Revolutionary War. The trail's water-route segment also crosses the Chesapeake Bay, overlapping with parts of the Captain John Smith proposed trail routes.

National Natural Landmarks in Proximity to the Proposed Trail (see Map 9)

Battle Creek Cypress Swamp

Calvert County, Maryland

Located on the east side of the Patuxent River, between Bowens and Port Republic.

Long Green Creek and Sweathouse Branch

Baltimore County, Maryland

Located two miles north of Perry Hall.

Belt Woods, Prince Georges County, Maryland

A fifty-six acre site that is fifteen miles east of Washington, D.C. in the vicinity of Upper Marlboro.

Caledon Natural Area

King George County, Virginia

A 2,860 acre forest bordered on the north by the Potomac River.

Great Dismal Swamp, Nansemond County and City of Chesapeake, Virginia

43,200 acres, including Lake Drummond.

Virginia Coastal Reserve, Accomack and Northampton Counties, Virginia

Occupying about forty-five miles of coastline, from ten miles south of Assateague Island to the mouth of the Chesapeake Bay.

Finding: The study team's finding is that the proposed Captain John Smith Chesapeake National Historic Trail fully meets the three criteria for designation as a National Historic Trail.

LIST OF MAPS

Map 1 Study area map showing John Smith's 1607-1609 voyage routes (proposed trail routes) (*Map 1 also seen on page x*)

Map 2 Key to Inset Maps

The Following Inset Maps (Maps 3 through 7) show:

- Voyage routes (proposed trail routes) (note that only the water routes are being recommended for designation; future study is recommended on the land segments of Smith's explorations)
- All waterfront parks and public lands (federal, state and local) close to the proposed trail routes
- Dates (month, day) of 1608 voyages stops as recorded by John Smith
Note that Smith did not record dates for stops on Potomac voyage, therefore stops have been inferred from his writings and are shown on map with "P" number
- All Chesapeake Bay Gateways listed on most recent CBGN brochure

Map 3 Enlargement of Upper Bay

Map 4 Enlargement of Middle Bay

Map 5 Enlargement of Potomac River area

Map 6 Enlargement of Rappahannock, York and James Rivers area

(note: no stop dates are known for expeditions on York River or north of Jamestown on James River)

Map 7 Enlargement of Lower Bay

Full Bay Maps:

Map 8 National Register Properties close to the proposed trail routes

Map 9 Federal Lands and Chesapeake Bay Gateways close to proposed trail routes

Map 10 Indian Villages of 1607-1609 as derived from Smith's writings and maps

Map 11 Marinas and Public Access Sites close to proposed trail routes

Map 12 Navigation Issues (it is unknown at this time how these might affect the trail, but this should be addressed during the comprehensive management planning process)

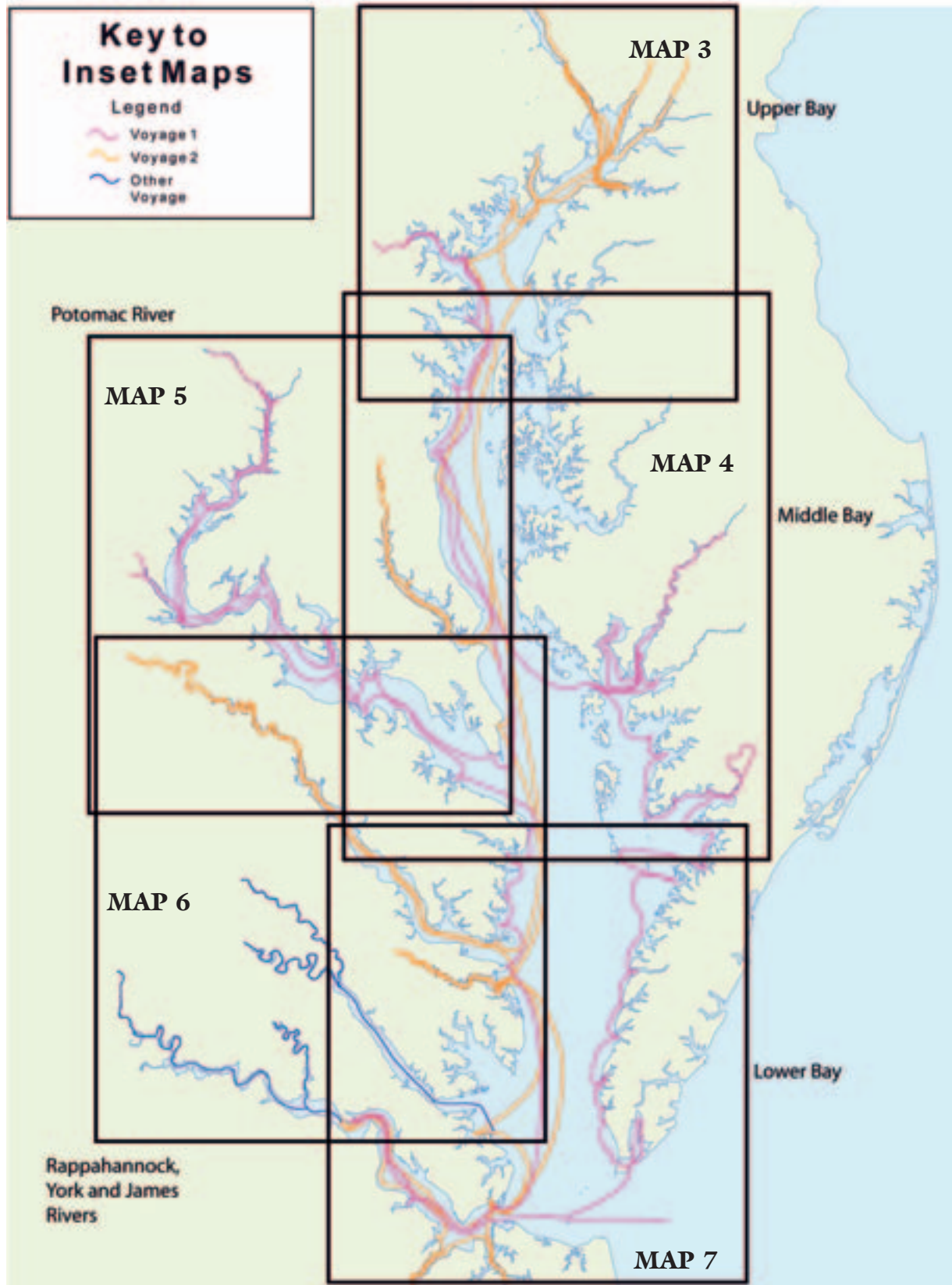
Map 13 Connecting and Overlapping Water Trails:

- Existing National Trails
 - Potomac Heritage NST
- Proposed National Trails
 - Star-Spangled Banner NHT (designation legislation pending)
 - Washington-Rochambeau NHT (feasibility study in progress)
- State Water Trails

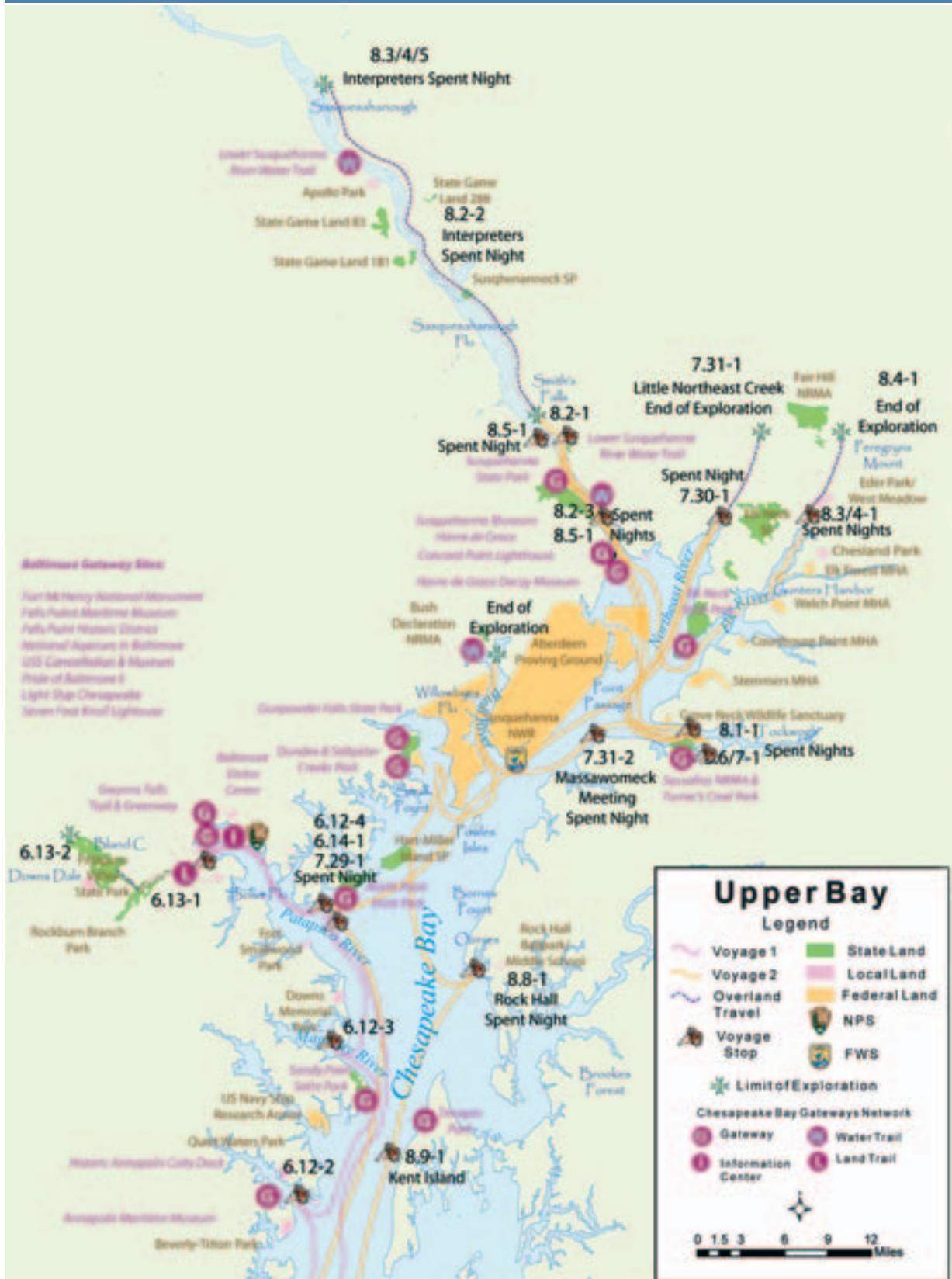
Map 1 • Study of John Smith's voyage routes (proposed trail routes)



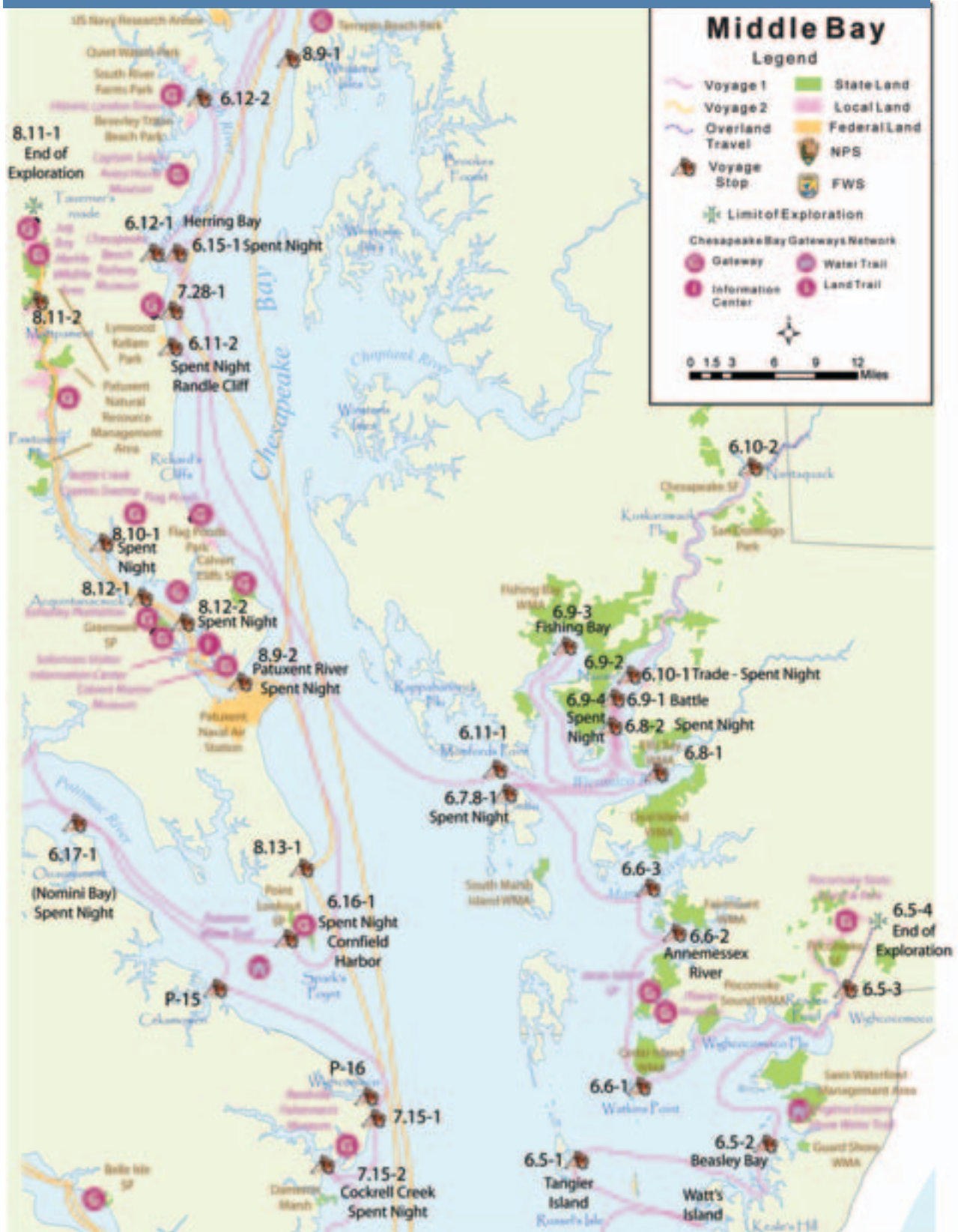
Map 2 • Key to Inset Maps



Map 3 • Enlargement of Upper Bay



Map 4 • Enlargement of Middle Bay



Map 5 • Enlargement of Potomac River Area



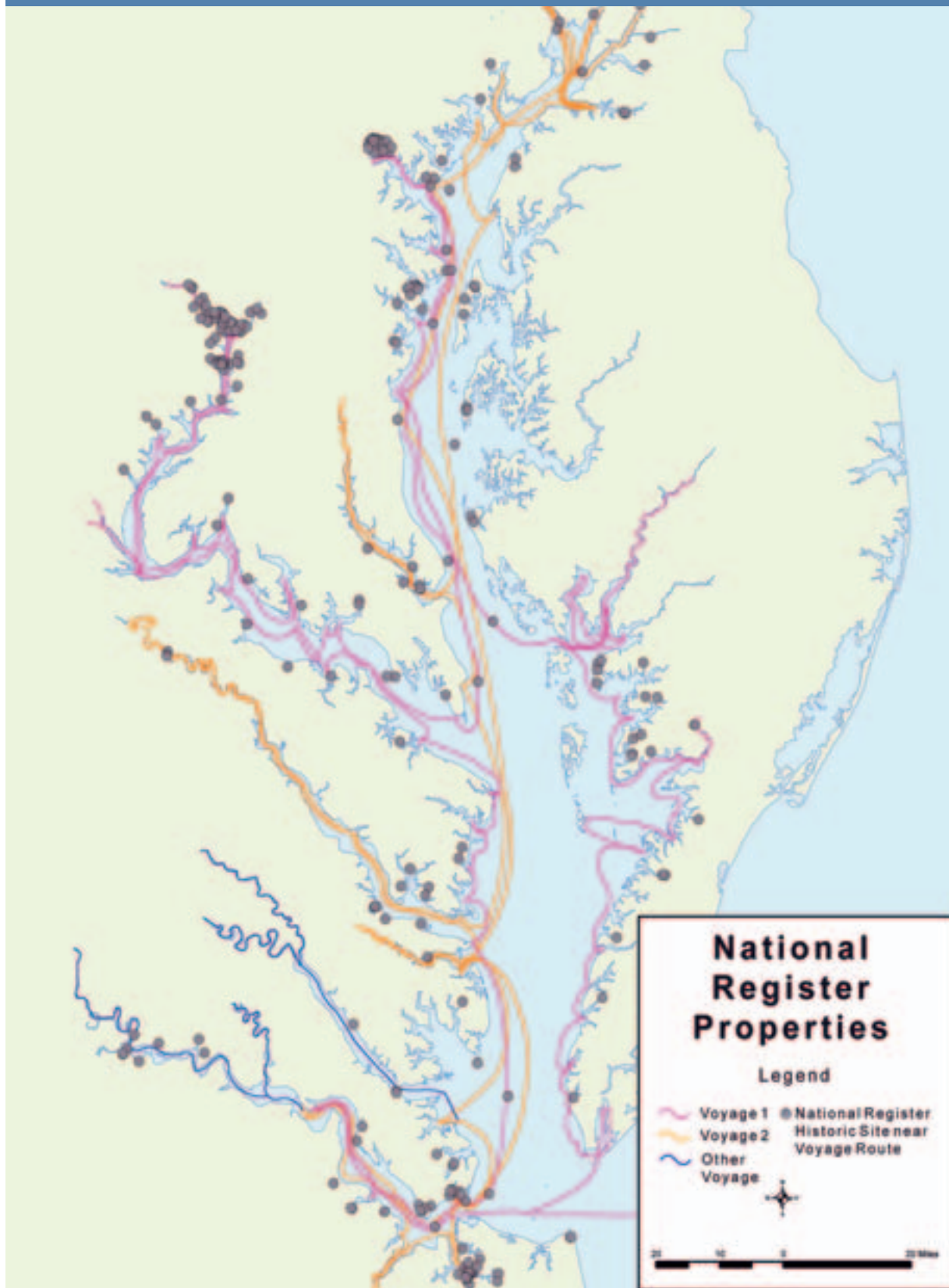
Map 6 • Enlargement of Rappahannock, York and James Rivers area



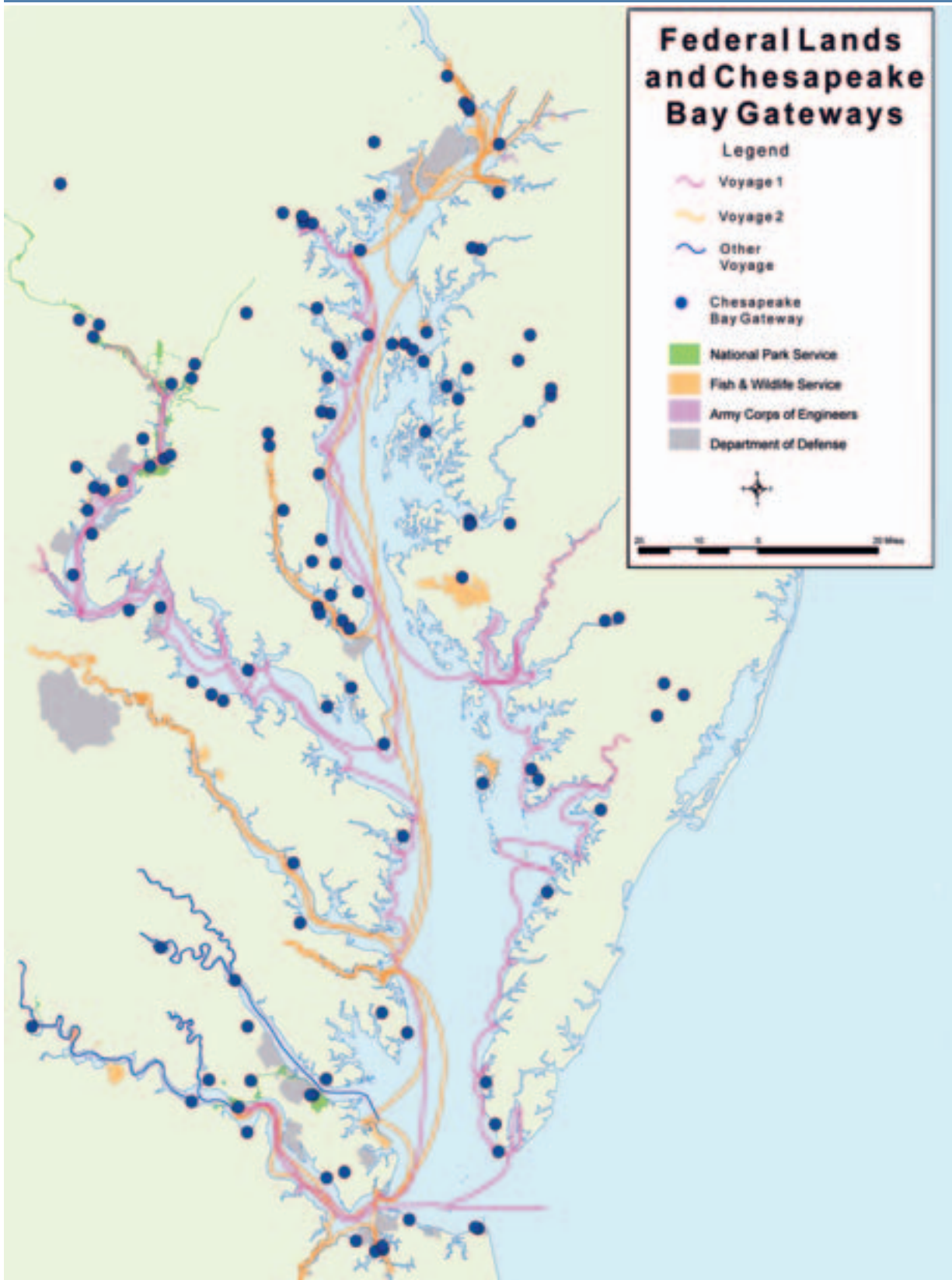
Map 7 • Enlargement of Lower Bay



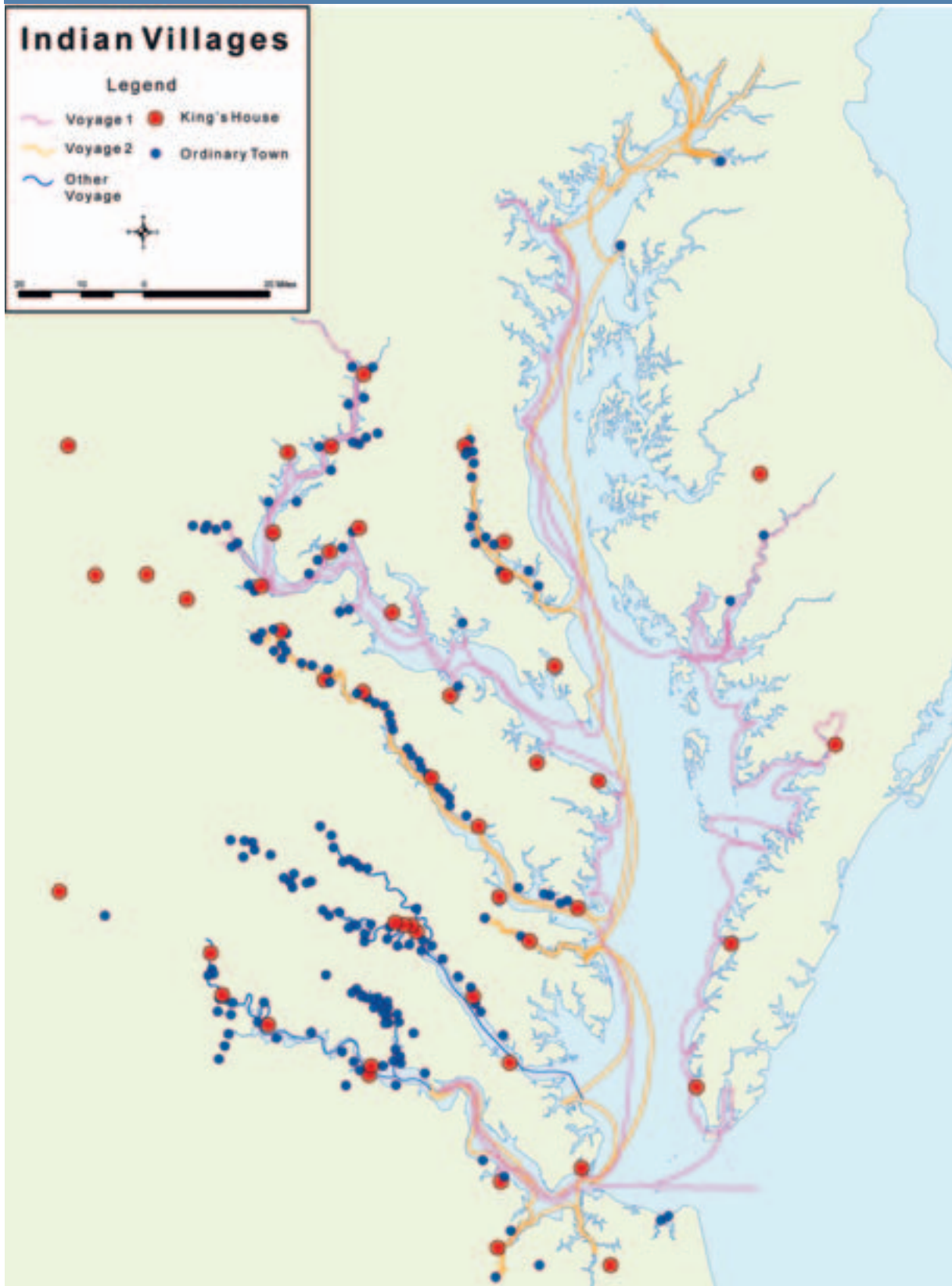
Map 8 • National Register Properties Close to the Proposed Trail Routes



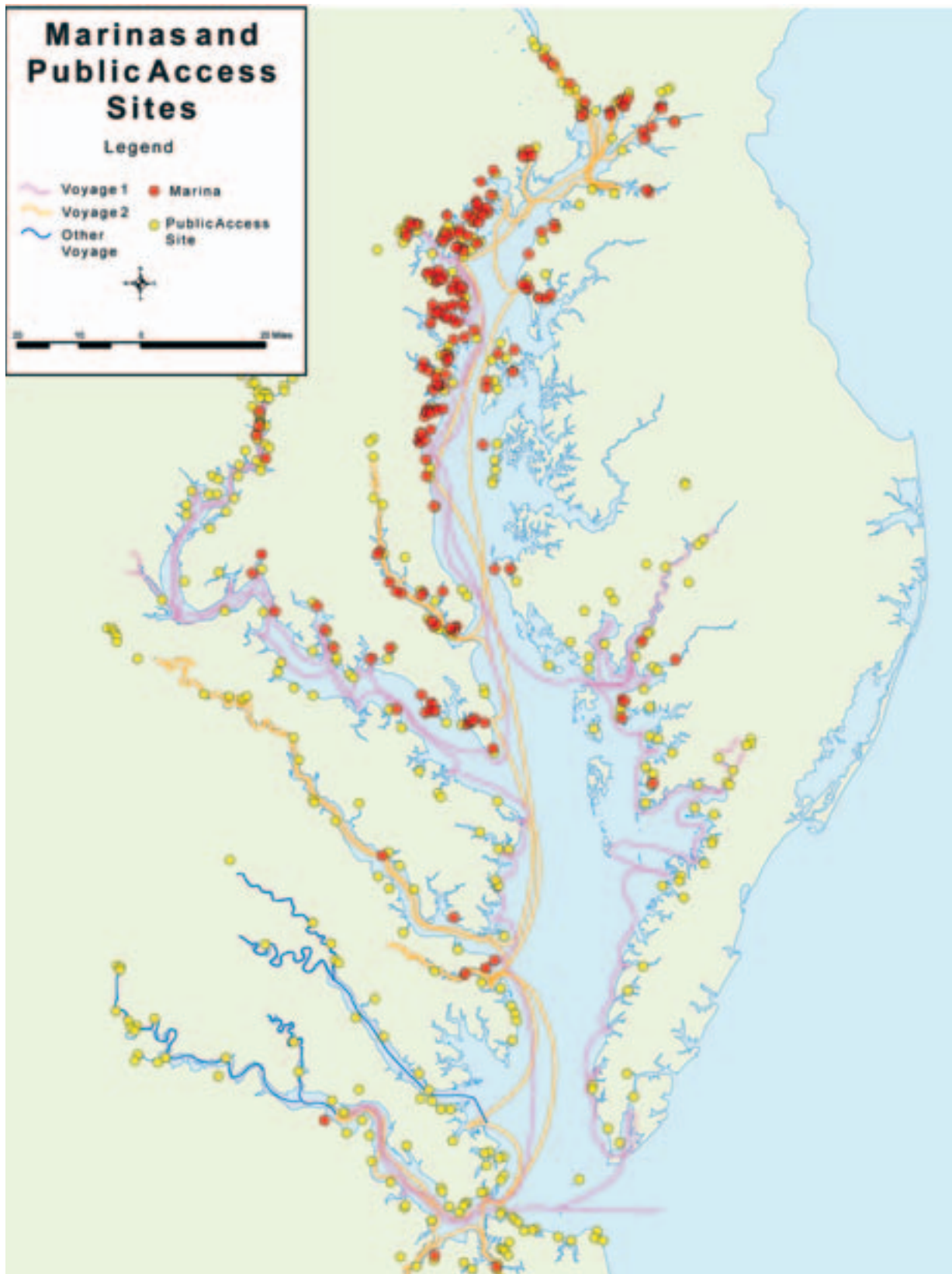
Map 9 • Federal Lands and Chesapeake Bay Gateways
Close to Proposed Trail Routes



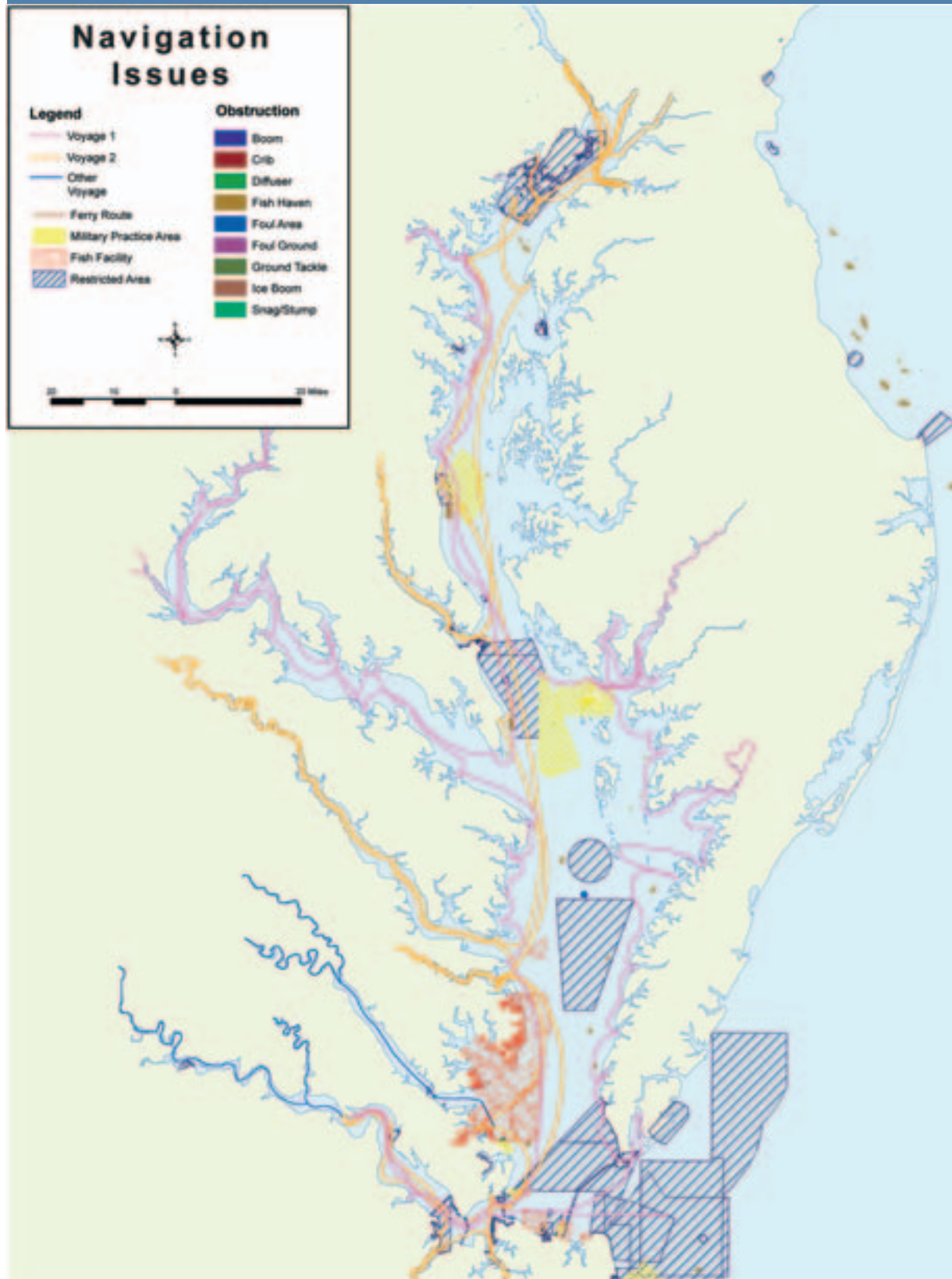
Map 10 • Indian Villages of 1607-1609



Map 11 • Marinas and Public Access Sites Close to Proposed Trail Routes



Map 12 • Navigation Issues



Map 13 • Connecting and Overlapping Water Trails

